AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (CURRENTLY AMENDED)   Method for the control of the temperature of feed air which is injected into a cabin [[zone]] of a passenger aircraft (10), whereby the cabin (18) of the aircraft is sub-divided into a plurality of cabin zones which are respectively supplied with specially temperature-controlled feed air, whereby with this method, the temperature of the feed air injected into each cabin zone is controlled dependent upon a deviation of an injection temperature actual value, measured by a sensor, of the feed air injected into the respective cabin zone is question from an injection temperature target value, whereby for a selected portion [[part]] of the cabin zones, the injection temperature target value is established by comparing an ambient temperature actual value, measured by a sensor, for the respective ambient temperature in the cabin zone in question with an ambient temperature target value, characterised in that for at least a first cabin zone not within the selected portion of the cabin zones, the injection temperature target value of the [[this]] first cabin zone is established on the basis of an [[the]] injection temperature target value and/or of at least one second cabin zone different from the first cabin zone and an [[the]] injection air actual temperature (T_L) of the at least one second cabin zone different from the first, whereby every second cabin zone is within the selected portion of the cabin zones a zone with measurement by a sensor of the ambient temperature actual value of the second cabin zone in question.

2. (CURRENTLY AMENDED)   Method in accordance with claim 1, characterised in that the injection temperature target value for the first cabin zone is established upon the basis of the injection temperature target values and and/or the injection temperature actual values (T_L) of several, and in particular of all second cabin zones.

3. (CURRENTLY AMENDED)   Method in accordance with claim 2, characterised in
that the injection temperature target value for the first cabin zone is established upon the basis
of an average value of the injection temperature target values and and/or the injection
temperature actual values of several, and in particular all second cabin zones.

4. (CURRENTLY AMENDED)   Method in accordance with claim 1, characterised in
that the injection temperature target value for the first cabin zone is also established upon the
basis of at least one correction value for this cabin zone.

5. (CURRENTLY AMENDED)   Method in accordance with claim 4, characterised in
that the injection temperature target value for the first cabin zone is established upon the basis
of a first correction value which is pre-determined for [[this]] the first cabin zone.

6. (CURRENTLY AMENDED)   Method in accordance with claim 4, characterised in
that the injection temperature target value for the first cabin zone is established upon the basis
of a second correction value which is dependent upon an ambient temperature target value for
[[this]] the first cabin zone, wherein the second correction value which can be entered
manually.

7-10. (CANCELLED).

11. (CURRENTLY AMENDED)   A passenger aircraft, a [[the]] cabin of which (18) is

sub-divided into a plurality of several cabin zones supplied with specially temperature-

regulated feed air, including an electronic control unit (24) arranged to control, for each cabin

zone, the temperature of the injected feed air dependent upon a deviation of an injection

temperature actual value, measured by a sensor, in relation to an injection temperature target

value for the respective cabin zone, and establish the electronic control unit also establishing

the injection temperature target value for a [[part]] selected portion of the cabin zones by

comparing an ambient temperature actual value for the ambient temperature in the cabin zone

in question each of the selected portion of cabin zones, measured by a sensor, with an

ambient temperature target value for the respective cabin zone, characterised in that the

electronic control unit establishes an is arranged to establish, at least for the first cabin zone,

the injection temperature target value for a [[this]] first cabin zone not within the selected

portion of the cabin zones, upon the basis of an [[the]] injection temperature target value of at

least one second cabin zone different from the first cabin zone and of an and/or of the

injection temperature actual value (T_L) of the at least one [[a]] second cabin zone, different

from the first, whereby every second cabin zone is within the selected portion of the cabin

zones a zone with measurement by sensor of the ambient temperature actual value of the

second cabin zone in question.

12. (CANCELLED).

13. (CURRENTLY AMENDED)   A device for controlling the temperature of feed air to

be injected into a cabin zone of a passenger aircraft, comprising:

a temperature sensor measuring the injection temperature of the feed air to be injected

into the cabin zone; and

an electronic control unit connected to the temperature sensor, wherein the <u>electronic</u>

control unit controls the temperature of the feed air to be injected into the cabin zone

dependent upon a deviation of a measured injection temperature actual value of the feed air to

be injected into the cabin zone from an injection temperature target value, and wherein the

<u>electronic</u> control unit for the cabin zone establishes the injection temperature target value

without using an ambient temperature actual value for <u>the</u> [[this]] cabin zone.

14. (CURRENTLY AMENDED)   Method for controlling the temperature of feed air to be

injected into a cabin zone of a passenger aircraft, comprising:

sensing an injection temperature actual value of the feed air to be injected into the

cabin zone; and

controlling the feed air temperature dependent upon a deviation of the sensed

injection temperature actual value from an injection temperature target value, wherein the

injection temperature target value of the cabin zone is established without using an ambient

temperature actual value for <u>the</u> [[this]] cabin zone.